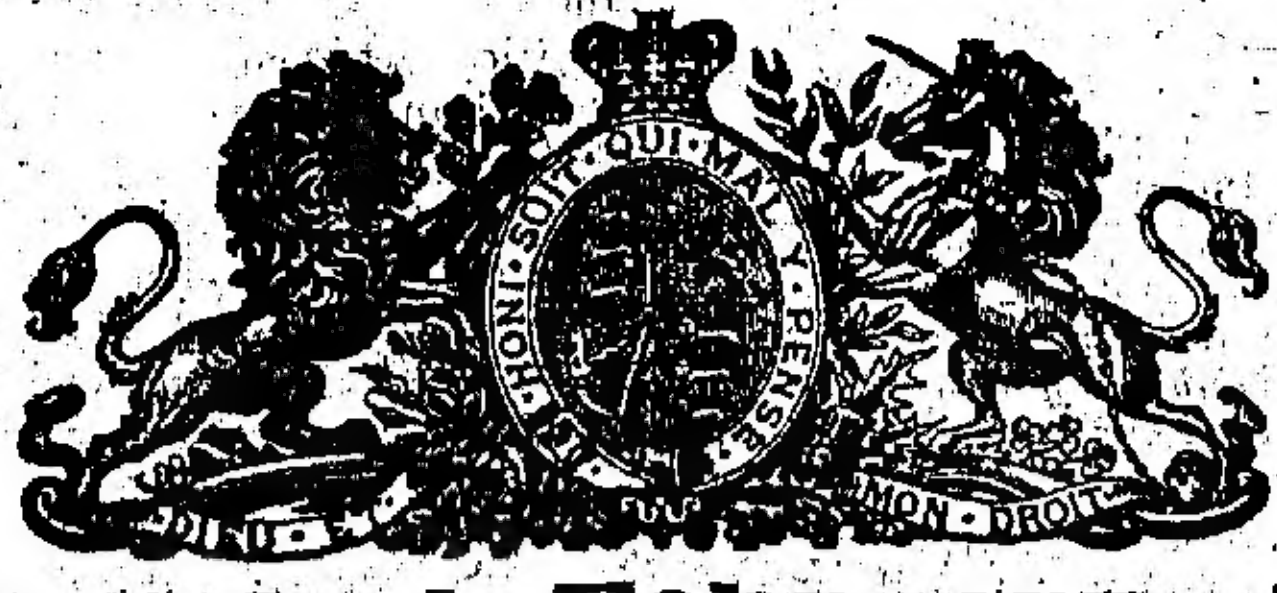


# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4019. 號六十月五年六十七百八千一英

HONGKONG, TUESDAY, MAY 16, 1876.

日三十月四年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

**LONDON.**—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE SMITH, 30, Cornhill. GORDON & GORON, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Tillery, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

**NEW YORK.**—ANDREW WIND, 133, Nassau Street.

**AUSTRALIA, TASMANIA, AND NEW ZEALAND.**—GORDON & GORON, Melbourne and Sydney.

**SAN FRANCISCO** and American Ports generally.—BLAIR & BLACK, San Francisco.

**CHINA.**—SWANSON, GURDON & CAMPBELL, Amoy, GILLES & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manila, C. HENDERSON & Co., Macao, L. A. DA GAMA.

## Banks.

**COMPTOIR D'ESCOMPTE DE PARIS.**  
INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.  
—s n d—  
BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1865.

Recognized by the  
INTERNATIONAL CONVENTION OF  
30TH APRIL, 1862.

Francs. & Sterling.  
PAID-UP CAPITAL, 80,000,000 3,200,000  
RESERVE FUND, 20,000,000 800,000

**HEAD OFFICE.**—14, Rue Bergère, Paris.  
LONDON AGENTS.—144, Leadenhall St., E.C.

**AGENCIES.**—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

**LONDON BANKERS.**—Bank of England, Union Bank of London.

## HONGKONG AGENCY.

**INTEREST ALLOWED.**  
ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

**CHR. DE GUIGNÉ,**  
Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876. jyl

**HONGKONG & SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 100,000 Dollars.

**COURT OF DIRECTORS.**  
Chairman.—E. R. BELLING, Esq.  
Deputy Chairman.—AD. ANDRE, Esq.  
J. F. CORDELL, Esq. S. W. POMEROY, Esq.  
H. HOPKINS, Esq. F. D. SASSOON, Esq.  
A. MEYER, Esq.

**CHIEF MANAGER.**  
Hongkong, JAMES GREIG, Esq.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

**HONGKONG.**  
**INTEREST ALLOWED.**  
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.  
On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

**LOCAL BILLS DISCOUNTED.**  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

**JAMES GREIG,**  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 17, 1876.

## NOW READY.

**PENG-SHUI: OR, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA.** By Dr. E. J. ERTEL. One Volume. 8vo. Price, \$1.50.

**BUDDHISM, ITS HISTORY, THEORY AND PRACTICE.** In three Lectures. By Dr. E. J. ERTEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.,  
Hongkong, July 31, 1876.

## Notices of Firms.

**NOTICE.**  
WE have authorized Mr. HUGO LUBBER to sign our Firm at Foochow per procuration. SIEMSEN & Co.  
Hongkong, May 15, 1876. jcl5

**NOTICE.**  
I have this day authorized Mr. J. Y. V. SHAW to sign my name per procuration. A. MACG. HEATON.  
Hongkong, January 1, 1876.

**NOTICE.**  
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Ship-brokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS.  
E. C. RAY.

Bank Buildings,  
Hongkong, February 3, 1876.

**NOTICE.**  
WE have Established branches of our Firm at Haiphong and Banat. Mr. E. COMBASTIER is authorized to sign by procuration in Tonquin. LANDSTEIN & Co.  
Hongkong, December 31, 1875.

**NOTICE.**  
THE Interest and Responsibility of Mr. J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co. MEYER, ALABOR & Co.  
Hongkong, April 29, 1876. my29

**NOTICE.**  
THE Undersigned has been appointed SURVAYOR to LLOYDS REGISTER at this Port. R. H. CAIRNS.  
1, Club Chambers,  
Hongkong, April 20, 1876.

## For Sale.

**SAYLE & Co.** have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliante and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzler" Sewing Machines.

Agents for Hongkong.

**SAYLE & Co.,**  
VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

**FOR SALE.**  
DANISH BEER from the TUBORG FABRIKKE.  
LANE, CRAWFORD & Co.  
Hongkong, May 15, 1876. my30

**NOTICE.**  
THE Undersigned, having been for 18 years in this Port at Ship's Comptroller and Stevedore, has always on hand

**FOR SALE.**  
First Class Tea Ballast, at 55 cents per ton.  
Second " " 50 " "  
Blue Stone Ballast, " 85 " "  
Stone Ballast, " 80 " "  
Coolies for discharge, " 6 " "  
Coolies for discharge, " 7 " "  
ing General Cargo, " 7 " "

Fresh PROVISIONS, OILMAN'S STORES, Paints, Oil, &c., &c. can be had at moderate rates for Shipmasters than anywhere else at this Port. If any Shipmasters require my services, they will please hold No. 6 Flag on the main mast, or apply to No. 57, Praya West (between the Canton Steamers' Wharves.)

**SHIP'S COMPTROLLER AND STEVEDORE.**  
Hongkong, May 2, 1876. my2

## For Sale.

**JUST PUBLISHED.**  
"BRITISH OPIUM POLICY."—By F. S. TURNER, B.A.—Price \$3.  
Hongkong: LONDON MISSION HOUSE.  
May 10, 1876. my17

## Intimations.

**HONGKONG.**  
**Chs. J. GAUPP & Co.,**  
WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.  
Carefully Repaired, Cleaned and accurately rated under guarantee.  
All Repairs in the above line done at reasonable rates and with despatch.  
Hongkong, May 1, 1876. tf.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.  
Wyndham Street, formerly ATHLETIC CLUB.  
HAS on hand the Largest and Best collection of Views, &c., of Amoy, Hongkong and all the different Chinese Ports. Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.  
Hongkong, May 15, 1876.

**IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE**  
"SHANGHAI COURIER AND CHINA GAZETTE"

IT WILL BE THE  
CHEAPEST DAILY PAPER IN CHINA  
and as a large  
INCREASE OF CIRCULATION  
MAY BE CONFIDENTLY ANTICIPATED, THE  
ADVANTAGE TO  
ADVERTISERS  
IS OBVIOUS.

## COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any REPAIRS required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.  
Breadth do., 82 "  
Depth of Water, Springs, 24 "  
do., do., Neaps, 21 "

The following Rates will be charged until further notice:—

Recoopering, including Dockage, Shoring, Labor, Felt, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 30 cents per Ton Gross Register.

For further particulars, apply to  
W. B. SPRATT & Co.,  
9, Praya East.  
Hongkong, April 20, 1876.

**THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.**

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

**ADAMSON, BELL & Co.**  
Hongkong, March 24, 1876. jcl4

**NOT.**—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

**STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.**

SUBSCRIBED CAPITAL, £200,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

**ADAMSON, BELL & Co.**  
Hongkong, March 24, 1876. jcl4

## Intimations.

**THE MEDICAL HALL,**  
37, Queen's Road, Hongkong.  
ESTABLISHED 1853.  
TH. KOFFER, Proprietor.  
Hongkong, April 28, 1876. ap28

**AE YON,**  
SHIPS' COMPTROLLER AND STEVEDORE,  
No. 57, Praya West.  
SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.  
Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

**F. KRUPP'S CAST STEEL WORKS,**  
Essen (Germany).  
Sole Agent for China,  
F. PEIL,  
HONGKONG, SHANGHAI, COLOGNE (Germany.)

**TENDERS FOR DOCKING AND REPAIRING** the Hull of the Spanish Brig *DORA*, for new Masts complete, new Riggering and a complete suit of Sails, will be Received at the Office of the Undersigned up to Noon on WEDNESDAY, the 17th Instant.

H. KIER.  
Hongkong, May 15, 1876. my17

**S. S. ORESTES.**  
A COPY of the above Steamer's Protest has been Received by the Undersigned and now lies at their Office for inspection by those interested.

**BUTTERFIELD & SWIRE.**  
Hongkong, May 15, 1876. my25

## NOTICE.

**P. & O. S. N. COMPANY.**

THE "HINDOSTAN," leaving here with the Mails of the 20th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.

A. MEYER,  
Superintendent.  
Hongkong, May 8, 1876.

**HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.**

FROM and after WEDNESDAY, the 10th Instant, and until further notice, the Steamer "POWAN" will run between HONGKONG and MACAO on alternate days, leaving HONGKONG on Tuesdays, Thursdays and Saturdays, and MACAO on Mondays, Wednesdays and Fridays, at 9 a.m.

By Order, P. A. DA COSTA,  
Secretary.

## Shipping.

### Steamers.

#### CASTLE LINE OF STEAMERS.

#### FOR FOOCHEW (DIRECT.)

The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the 17th Instant.

For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, May 11, 1876. my17

**FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.**

(Calling at SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN and KEPPEL BAY, to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE"

Captain BALFOUR, will be despatched for the above Ports on SATURDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.  
Agents.  
Hongkong, May 12, 1876. my20

#### FOR SINGAPORE, PENANG AND CALCUTTA.

The British Steamship "ARRATON APUAR," Captain McTAVISH, will leave for the above Ports on SATURDAY, the 20th Instant, at 8 p.m.

Despatches will close at 2.30 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, May 15, 1876. my20

## Shipping.

### Steamers.

**FOR SWATOW, AMOY & FOOCHEW.**  
The Steamship "NAMOA," Captain WESTON, will be despatched for the above Ports on WEDNESDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, May 13, 1876. my17

### OCEAN STEAMSHIP COMPANY.

**FOR LONDON VIA SUEZ CANAL.**  
The Company's Steamship "ANTENOR" will be despatched on or about the 25th Instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, May 8, 1876. my25

**FOR SINGAPORE, PENANG AND CALCUTTA.**

The Steamship "PENQUIN," C. COWELL, Commander, will leave for the above Ports on SATURDAY, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, May 13, 1876. my20

### Sailing Vessels.

**FOR SAN FRANCISCO.**  
The A 1 British Ship "MARGARITE," JAMES OWEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 27, 1876.

**FOR LONDON.**  
The A 1 British Clipper Barque "HOPE," Capt. BOULTON, will load here for the above Port, and will have immediate despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, May 11, 1876.

**FOR NEW YORK.**  
The A 1 American Ship "CHARTER OAK," SMITH, M. ter, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 27, 1876.

**FOR SAN FRANCISCO.**  
The A 1 American Ship "ANNIE FISH," HOFFER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, May 12, 1876. jyl

**FOR SAN FRANCISCO.**  
The A 1 American Ship "COMET," BEAT, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, May 12, 1876. jyl

**FOR LONDON.**  
The A 1 British Clipper Barque "BRITISH CROWN," W. ANDREWS, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to  
MEYER & Co.  
Hongkong, May 11, 1876.

**FOR LONDON.**  
The A 1 British Ship "CHANNEL QUEEN," N. LEUFERTER, Master, having the greater part of her Cargo engaged, will have quick despatch as above.

For Freight, apply to  
MEYER & Co.  
Hongkong, April 6, 1876.

**FOR MELBOURNE & SYDNEY.**  
The A 1 British Barque "MARQUIS OF ARGYLE," Captain McKENZIE, will have immediate despatch for the above Ports.

For Freight or Passage, apply to  
ROZARIO & Co.  
Hongkong, April 21, 1876.

## Shipping.

### Sailing Vessels.

**FOR LONDON.**  
The S 1 L. 11 German Barque "J. H. JESSEN," RASMUSSEN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBURG & Co.  
Hongkong, May 6, 1876.

### Notices to Consignees.

**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

CONSIGNEES of Cargo per Company's Steamer *Oceanic* are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods. Cargo impeding the discharge of the Steamer, will be landed and stored at Consignees' risk and expense.

G. B. EMORY,  
Agent.  
Hongkong, May 13, 1876. my17

**S. S. GALATEA,**  
FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that their Cargo is being landed and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained. Goods remaining in store after the 19th Instant will be subject to rent. Optional Cargo will be forwarded, unless applied for by the Consignees before 4 p.m. To-day, the 15th Instant. Bills of Lading will be countersigned by SIEMSEN & Co., Agents.

Hongkong, May 11, 1876. my18

**RUSSIAN S. S. TOZHATOFF,**  
SARONOFF, Master, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godown of the Undersigned, from whence delivery may be obtained. Consignees wishing to take their Goods from the boats alongside the Wharf are at liberty to do so. Goods remaining in store after the 19th Instant will be subject to rent. Optional Cargo will be forwarded unless notice to the contrary is given before Three o'clock this afternoon. Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.

Hongkong, May 11, 1876. my19

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**S. S. AMAZONE.**

**NOTICE.**

CONSIGNEES of Cargo per S. S. "Indus," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godown, whence delivery may be obtained from To-morrow, the 15th Instant, at 12 o'clock.

Optional Cargo will be forwarded, unless intimation is received from the Consignees, before Noon To-morrow, the 15th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 20th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Acting Agent.  
Hongkong, May 14, 1876. my20

**BRITISH SHIP BELTED WILL,**  
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Consignees will have to sign an Average Bond, before countersignature of the Bills of Lading.

Wm. PUSTAU & Co.,  
Agents.  
Hongkong, April 24, 1876.



## For Sale.

## NOTICE.

## HONGKONG ICE COMPANY.

On and after this Date, the Price of our ICE will be ONE CENT per Pound.  
KYLE & BAIN.  
Ice Depot, Duddell Street,  
Hongkong, May 4, 1876. my18

## NOTICE.

## TUDOR COMPANY.

On and after this Date, the Retail Price of our NATURAL ICE will be ONE CENT per Pound.  
JOHN F. HORGAN,  
Agent.  
Tudor Ice House,  
Hongkong, May 4, 1876. tf.

## To-day's Advertisements.

## FOR SAIGON.

The Departure of the Steamship "PARDO" is postponed until FRIDAY, the 19th Instant, at 3 p.m.  
For Freight or Passage, apply to  
AH YON.  
Hongkong, May 16, 1876. my19

## WANTED.

A GOOD BOILERMAKER or FOURTH ENGINEER for the Steamer "MacGregor." Apply, with testimonials, to the Chief Engineer on Board.  
Hongkong, May 16, 1876.

## TAKASIMA COILLERY.

JARDINE, MATHEWSON & Co., Agents.

FOR SALE, Large Takasima Coal, at \$3 per ton, ex Godown. Small Takasima Coal, \$5 per ton, ex Godown.  
Apply to  
T. G. GLOVER,  
No. 7, Queen's Road, and at East Point,  
Hongkong, May 16, 1876.

JUST RECEIVED PER S.S. AMAZONE.

CRUYER Goudat and Camambert  
CHEESE.  
Fine Lyons and Bologna SATURAGES.  
French APPLES and LEMONS.  
NOUGAT from Montelimart.  
French GELLES assorted, extra fine.  
CHERRIES, APRICOTS, PRUNES,  
PEARS, and FIGS in SYRUP.  
CHOCOLAT MENIER & SUCHART.  
French and German Preserved VEGETABLES.  
Copenhagen BUTTER extra fine.  
SALAD OIL, 1st quality.  
French CIGARETTES assorted.  
BENDIOWT W. & Co.,  
D'Aguiar Street,  
Hongkong, May 16, 1876. my23

## GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

## FRIDAY,

the 19th May, 1876, at Noon,—  
Silverlight Lamps, Cotton Socks, and Stockings, White Shirts, Sailors' Knives, Whistles, Bath Bricks, Black-Writing Ink, Shoe Blacking, Lavender, and Cologne Water, Assorted Scented Tumbler, Water Bottles, Jams, Jellies, Salad Oil, Brass and Iron Screws, 1 in. to 5 in.  
3 made-up Carpets.  
2 Cannons on Carriages.  
Manila Rope, 1 1/2 in. to 4 1/2 in.  
do., do., do.  
do., do., do.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.  
Hongkong, May 16, 1876. my19

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALMA, German barque, Capt. Lehmeyer.  
—Melchers & Co.  
LUZZIE, British barque, Captain John Inokay.—Broadbent, Anthony & Co.  
TARTAN, German brig, Capt. Kaemena.  
—Melchers & Co.  
OTAGO, British barque, Capt. Snadden.  
—Melchers & Co.  
PELAGIA, German barque, Captain Matson.—Wm. Pustau & Co.  
MARGARITA, British ship, Capt. Owens.—Vogel, Hagedorn & Co.  
HOPE, British barque, Captain Boulton.—Gibb, Livingston & Co.  
COMET, American ship, Captain William E. Bray.  
WILLIAM MANSON, British barque, Capt. G. King.—Adamson, Bell & Co.  
LOUISA, German S.M. schooner, Captain R. Shierloh.—Eduard Schellhass & Co.  
BELTED WILLY, British ship, Captain J. Branthwaite.  
WODAN, German barque, Capt. Meyer.—Wm. Pustau & Co.  
VINDEX, British barque, Captain John Parkhouse.  
—Arnold, Karberg & Co.  
ZORAYA, British barque, Captain Geo. Scarlett.—Gillen & Co.

## SHIPPING.

## ARRIVALS.

May 15, H. M. S. *Thetis*, Gun-vessel, 464, Francis Sterling, Canton May 15.  
May 15, *Victor*, Norwegian brig, 247, Sørensen, Whampoa May 15, General.—Kluane Schellhass & Co.  
May 16, *China*, German steamer, 648, Henningsen, Shanghai May 15, General.—Simsen & Co.  
May 16, *Taugh-a-Ballagh*, German barque, 220, A. Thomson, Newcastle (N.S.W.) March 26, Coal.—CARPENT & Co.  
May 16, 11 a.m., *Hornet*, H. M. gun vessel, 461, 4 guns, 120 hp, Hippaley, Shanghai May 2.

## DEPARTURES.

May 16, *Cassandra*, for Saigon.  
16, *Riccia Genova*, for Wounglam.  
16, *Keik*, for Bangkok.  
16, *Africa*, Portuguese man-of-war, for Macao.  
16, *Amazon*, for Shanghai.  
16, *Tanis*, for Yokohama.  
16, *Flensburg*, for Tientsin.  
16, *China*, for Canton.

## CLEARED.

*Mia Kilmaning*, for Keelung.  
*Hastings*, for Manila.  
*Lisio*, for Whampoa.  
*Pallas*, for Samarang.  
*City of Exeter*, for Saigon.

## PASSENGERS.

From Shanghai.—Per *China*, Mr Lawrence and 26 Chinese.  
To DEPART.  
For Saigon:—Per *City of Exeter*, 40 Chinese.

## DEPARTED.

For Shanghai.—Per *Amazon*, Messrs J. E. d'Almeida, Jr. and H. Schmidt.  
To DEPART.  
For Saigon:—Per *City of Exeter*, 40 Chinese.

## SHIPPING REPORTS.

The German steamer *China* reports: left on the 12th and had light N.E. wind, with rain and cloudy weather throughout. Off the Lamocks passed the *Yan* and in the Yangtze river English Mail Steamer bound in.  
The German barque *Faugh-a-Ballagh* reports: had light variable wind and fine weather.  
H. M. gun vessel *Hornet* reports: light N.E. winds and moderate rainy weather.

## POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—  
For SWATOW, AMOY & FOOCOW.—Per *NAMOA*, at 6 p.m. To-morrow, the 17th Inst.  
For SINGAPORE, QUEENSLAND, SYDNEY, TASMANIA AND MELBOURNE.—Per *BRISBANE*, at noon, on Saturday, the 20th Inst.  
For HONOLULU.—Per *ALDEN BESSE*, at 1.30 p.m. on Saturday, the 20th Inst.  
For SINGAPORE, PENANG & CALCUTTA.—Per Indian Mail Packet *PENGUIN* and *ARRATON APOAR*, at 2.30 p.m. on Saturday, the 20th Inst.

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet *HINDOSTAN*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 20th Inst.

The following will be the hours of closing the Mails, &c.:—

Friday, May 19,—  
5 p.m., Money Order Office closes.  
6 p.m., Post Office closes except the Night Box, which remains open all night.  
Saturday, May 20,—  
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.  
10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.  
10.15 a.m., Letters may be posted on to payment of a Late Fee of 18 cents extra Postage until  
11 a.m., when the Post Office Closes entirely.  
11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.  
11.50 a.m., Posting on Board ceases.

ALFRED LISTER,  
Postmaster General.

General Post Office,  
Hongkong, May 8, 1876. my20

## MAILS BY THE FRENCH PACKET.

The French Contract Packet *ATA* will be despatched on SATURDAY, the 27th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Friday, 26th Instant.—  
5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.  
Saturday, 27th Instant.—  
7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.  
10 a.m., Registry of Letters ceases.  
11 a.m., Post Office closes except for Late Letters.  
11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 18 cents extra postage, until  
11.30 a.m., when the Post Office Closes entirely.

ALFRED LISTER,  
Postmaster General.

General Post Office,  
Hongkong, May 15, 1876. my27

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *OCEANIC* will be despatched on THURSDAY, the 1st June, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—  
2 p.m., Registry of Letters ceases.  
2.30 p.m., Post-Office closes.  
2.50 p.m., Correspondence may be posted on board the Packet with Late Fee of 12 cents extra Postage until  
2.50 p.m., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

ALFRED LISTER,  
Postmaster General.

General Post Office,  
Hongkong, May 15, 1876.

## General Memoranda.

THURSDAY, May 18:—

Goods per *Galatia* undelivered after this date subject to rent.

FRIDAY, May 19:—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.  
3 p.m.—*Perio* leaves for Saigon.  
Goods per *Tchitcheloff* undelivered after this date subject to rent.

SATURDAY, May 20:—

Noon.—*Bataban* leaves for Singapore, Brisbane, Sydney and Melbourne.  
Goods per *Amazon* undelivered after Noon, subject to rent and landing charges.

3 p.m.—*Penguin* leaves for Singapore, Penang and Calcutta.  
3 p.m.—*Arraton Apor* leaves for Singapore, Penang and Calcutta.

TUESDAY, May 23:—

Noon.—Tenders received at the Spanish Consulate for the construction of boilers.

THURSDAY, May 25:—

*Amoy* leaves for London on or about this date.

THURSDAY, June 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Oceanic* leaves for Yokohama and San Francisco.

THURSDAY, June 16:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

## MEMOS. FOR TO-MORROW.

## Shipping.

Daylight.—*Namoa* leaves for Swatow, Amoy and Foochow.  
*Braemar Castle* leaves for Foochow (direct) on or about this date.

## Tenders Close.

Tenders to Repair the Spanish Brig *Dora* will be received at the office of the Agents up to Noon.

## TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the *China Mail* has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the *Mail* amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to advertisers.

Orders may be sent to  
GEO. MURRAY BAIN,  
China Mail Office.

The publication of this issue commenced at 7.45 p.m.

## BIRTHS.

On the 18th Inst., at Victoria Gaol, the Wife of GEORGE L. TOMLIN, Acting Superintendent, of a Daughter.  
At Shanghai, on the 9th Inst., the Wife of Capt. J. H. WILLS, of a Son.

## THE CHINA MAIL.

HONGKONG, TUESDAY, MAY 16, 1876.

It is clear from the telegram we published yesterday that the agitation against the Chinese in California has not cooled down in any degree, but has rather increased in force. The newly-arrived Chinese are represented as not being able to get any work, and as being exposed to great danger, and it is also alleged that all the Chinese in the service of foreigners have been dismissed. There is, unfortunately for the Chinese both in California and China, a possibility, and by no means a remote one, of at least two of the statements in the telegram being true. It was to be anticipated that a "dead-end" would be made by the Californians against the employment of the Chinese, and the assertion that they have dismissed the latter from their employ is therefore not at all startling. That the Chinese in California are in "great danger" is, however, a statement to be received with caution, knowing as we do, that the Chinese, who send this telegram, do not require much to alarm them, and that a general exhibition of violence towards the Chinese on the part of the Californians is scarcely probable. It can be said to the credit of the San Francisco Press that, although they have as a rule written down in most unparalytic terms the Celestials as a labourer in the State, they have never, in any instance that we have observed, counselled violence, and, indeed, many of their articles have been specially directed against such a means being employed to drive the Chinese out of the country. The speeches at the great Mass Meeting were also much milder in tone than might have been expected, and while legislation was advocated as a remedy for the alleged evil, violence or petty annoyance was strongly deprecated. Under all these circumstances we are inclined to think that "great danger" to the Chinese on the other side of the Pacific exists chiefly in the imagination of the senders of the telegram. Those Californians, if any, who have dismissed their Chinese servants, certainly deserve the credit of sacrificing themselves for what they believe to be the general good. It is pretty clear that they will have to pay more for work done by the Irish or Americans than by Chinese; nor will they, in the great majority of cases, be able to counterbalance this by obtaining a higher price for results of the labour of

which they have voluntarily increased the cost. On the other hand, the competition between the Chinese and the American employers of labour will become more one-sided than ever, seeing that the former, employing his own countrymen, will be able to turn his work out at half the cost that is entailed on the latter, whose employees are Irish or Americans. Of course, Chinese employers of labour form but a small percentage of the "Celestials" in the City, and it may be that the Californians will endeavour to restrict the trade of the Chinese establishments as much as possible; still it will only be practicable to do this to a certain degree, and all matters taken into consideration, it is not difficult to perceive that the Chinese master-man in San Francisco will not have much cause to grumble at the dismissal of his countrymen from the houses of the foreigner.

Two important features in this agitation which we have not previously been able to notice are a memorial from the President of the Six Chinese Companies to the Mayor of San Francisco, and the reply of the latter to the same. The chief object of the memorialists in forwarding this document to the Mayor seemed to be to obtain any protection he might be able to afford them from violence which they evidently feared might be inflicted upon them by the Californians, but to show what little grounds they had for this apprehension, it is only necessary to observe that one of the reasons they advanced for thinking that violence would be used to the Chinese in the City was that the daily press in San Francisco had been continuously counselling the people to abstain from any riotous proceedings against them; "this the memorialists were of opinion 'would hardly be done without some cause existed to fear that such proceedings were intended.' Before getting to the end of their memorial the Presidents of the Six Companies become somewhat bellicose—"Our countrymen are better acquainted with peaceful vocations than with scenes of strife; yet many of them have lived long enough in this country to learn that self-defence is the common right of all men; and should a riotous attack be made upon the Chinese quarters, we have no power, even if we had the disposition, to restrain our countrymen from defending themselves to the last extremity, and selling their lives as dearly as possible." In his reply to this document the Mayor, to use the words an American contemporary, "lays the law down squarely" to the Chinese, but before doing so he tells them that it is his duty and his determination to discourage all unlawful proceedings, and that he will spare no effort to punish violators of the law, to preserve the order and quiet of the City, and to give the Chinese such protection as they are by law entitled to receive. The Mayor then sums up all the faults and wickednesses of the Chinese that make them objectionable citizens, and concludes:—

It is the duty of the "Six Companies" to assist the authorities by pointing out to them prominent and notorious criminals among you and furnishing our Courts with proof of their crimes, in order that they may be dealt with in accordance with our laws, instead of in your illegal methods of punishment. It is your moral duty to send the prostitutes among you back to China at your own expense. You brought them here in known violation of law, and you should recognize this necessity. You must conform to the health regulations and change your mode of living, giving yourselves greater space for business and residences, and keeping your quarters in a more cleanly condition. You should inform your people that labor contracts made in China are void under our laws, and you should inform them that the prejudice which exists against them and makes riotous violence possible in the future, may be largely removed if they will obey our laws and not set them systematically at defiance. I would also recommend you to advise your countrymen in China of the present condition of public opinion in this State, and suggest to them the propriety of remaining at home.

We have said that the writers in the Californian newspapers, while taxing their brains to the utmost and sparing no effort to accomplish the difficult task of showing that the Chinaman should not enjoy the privileges of, and receive the same treatment as, other free men in a particularly free State, have, on the whole, adopted a fairly moderate tone in the matter. They have urged that the immigration should be stopped by legislative means and not by violence, and some of them have also written strongly against the objectionable intruder being subjected to petty annoyances. It now remains to be said that one or two of the San Francisco papers have even raised their metaphors to speaking in the name of the Celestials, and not among the feeblest of the supporters of the "Heathen Chinese" is the *San Francisco News-Letter*, which journal, although it does not always clothe its remarks in the choicest and, perhaps we might add, dullest of language, has a remarkably trenchant way of putting forward some particularly uncomfortable facts. This is what it has to say of this agitation:—

Here's richness, as the venerable Squire exclaimed, here's fat in lumps bobbing about in the thick coat of testimony taken by the Chinese Investigating Committee. Lo! these many years, the spectacle of Chinese female depravity has moved us to clasp upon it in ghastly wrath, trumpeting wildly on our lazzies and shaming the profit. At the consuming rage of the Mongolian for gambling, we have emitted cries of depression—and divided the pool. Over his crowded and noisome den we have dropped the tear of pitying indignation—and pocketed the rent. Virtuously have we enacted ordinances to constrain him to conform with the demands of our purer civilization—and have taken his tribes to be let off from the same. His Six Companies have found our threatened institutions—and to organize a new one ("The

City Hall Company" that guileless pagan calls this newest Ring) to blackmail him withal. We take toll of a thief, blackmail of a gambler, head-money of a prostitute, and for the better compassing of this profitable end we put up a systematic Ring to go for the dupe. We are a clean boy—a clean and a beautiful. Looking at ourselves in this new and polished mirror, what—candidly—do we think we look like?

## THE SPIRIT OF THE MORNING PRESS.

The *Press*, commenting upon the Blue Book in reference to the Yunnan outrage, gives a resume of the despatch from Sir Thomas Wade to Prince Kung in which he states "It is with sincere regret that I find myself constrained to admit that no other spirit has been manifested, whether in the capital or the provinces, since the day the British Treaty first came into operation." This admission from Sir Thomas Wade, says the *Press*, is the more forcible because he has always been the Champion of a conciliatory course and has adopted a temporising policy. For once he proved himself intractable and evidently astonished the Prince of Kung by a display of firmness quite unusual to him. That he has achieved as much as another more resolute man might have done is questionable; but there is no doubt that he has wrung some important concessions from the Chinese Government.

## THE HONGKONG NATIVE PRESS.

The *Chinese Mail* comments on the Chinese question at California, and asks if the Americans hate the Chinese, why do the latter not remove to Peru, where Chinese labour will be much valued under the new regime.

The *Chung Ngai San Po* has no editorial in this issue.

The *Universal Circulating Herald* comments on the necessity of having officials who are acquainted with foreign matters.

## LOCAL AND GENERAL.

We are informed by the Agents (Messrs Jardine Matheson & Co.) that the S. S. *Glenalook* left Singapore for this port today, at Daylight.

Miss KENNEDY, we regret to say, had a dangerous fall from her horse this morning, which bolted with her near the Arsenal Guard; but we are glad to learn that her injuries are not serious. Fortunately she escaped with a few scratches and bruises.

Mr LAWRENCE, of Shanghai, arrived by the Steamer *China* to-day in a very delicate state of health. He came to Hongkong to meet his sister, who was expected to arrive shortly. We are sorry to learn that he expired on board the steamer this afternoon. An inquest will be held to-morrow.

We learn that telegrams are in town announcing the opening of the Tea Market at Hankow, at about the same prices as those of last year, although the samples are said to be slightly inferior in quality to last year's crop. Prices are given at Tls. 25 up to Tls. 35.

The Tea market was opened at Kiukiang on the 8th. Kiukiang-packed Teas fetched Tls. 40, while as much as Tls. 45 were given for Country makes. Four or five chops were settled. Ningchow Cup is reported to be inferior to that of last season.

A report has been circulated of a serious "revolt" on board the *Crocus*, while on her voyage to San Francisco. A correspondent who was on board the vessel writes as follows:—"We were detained outside the port 24 hours on account of the very dense fog, and encountered some very heavy weather during the passage. We had some little trouble with the Chinese passengers shortly after leaving Hongkong, but after the first few days and the remaining part of the passage, everything worked smoothly and the passengers expressed themselves very well satisfied with the attention paid to their comfort, during the voyage. In looking over to-day's papers I find they have inserted an imaginary conversation between the Captain and a newspaper reporter. It appears they have a very great objection to the Chinese emigrating to California and at the present time they are drawing up a petition to be forwarded to Congress to stop the influx of Chinese into the country, and anything detrimental to the Chinese in any way the newspapers at the present time make the most of."

(London & China Express, April 7.)

Staff-Commander James Kiddle, R. N., has been promoted to the rank of Staff-Captain.

The gunboat *Morrien*, from Plymouth, arrived at Gibraltar on the 23rd ult., and having completed her operations on the 24th for the China station, via the Suez Canal.

The two Houses of the U. S. Legislature are in complete deadlock over the Appropriation Bills. The impression prevails that the Senate, rather than yield to the sweeping reductions made by the House, will permit the Bills to fall unless the House yields.

The total quantity of tea delivered from the bonded warehouses in London for the week ended the 1st of April, was 8,148,292

lbs., of which 1,367,781 lbs. was for home consumption, 688,291 lbs. was removed coastwise, 437,337 lbs. was exported, 18,947 lbs. was sent coastwise for exportation, and 3,876 lbs. was for ship's stores.

A memorial numerously and influentially signed by the leading merchants and shipowners in London, Liverpool, Glasgow, and Manchester has been presented to Lord Derby upon the subject of the restrictions imposed by the Egyptian authorities upon British steamers at Suez and ports in the Red Sea.

The *Chefoo* (str.), which left Greenock on the 25th ult. for Hong Kong, is one of two vessels recently built on the Clyde for Messrs. Holt and Co. of Liverpool, and intended for their river and coasting trade. She is under the command of Captain Hore, late of the *Altona*. The name of the other is *Zetunia*, which will shortly follow.

The Minister of War has ordered the Governor-General of Western Siberia to send, with the first caravan which leaves Semipalatinsk for China, a strong Cossack detachment, with officers of the general staff. These officers will be supplied with all the necessary geodetical and topographical instruments for completing the work of Colonel Sosnovsky, and finishing the detailed map of Western China.

Mr Joseph Stone, of the firm of Joseph Stone and Co., of Smethwick, has been committed by the coroner at Birmingham on a charge of manslaughter. A boiler explosion took place at the ironworks of Messrs. Stone on the 29th ult., killing one or two persons. The evidence went to show that the boiler was in a bad condition, and that Mr Stone had been made aware of this fact.

We understand that no decision has been arrived at in regard to the success of Sir Edmund Hornby, Judge of the Supreme Court of China and Japan, but we trust the appointment will be offered to Mr C. W. Goodwin, for many years Assistant Judge at Shanghai, and at intervals Acting Chief-Judge, whose experience and ability well fit him for the post.

The *Army and Gazette* says:—A Staff Officer of a gunnery ship, we hear, expressed a desire to be granted leave of absence for a lengthened period to enable him to proceed to Japan, where, he believes, he was anxious to fill temporarily a Government appointment. The Admiralty have, however, denied the privilege sought, and the benefit of this officer's special knowledge, which has been acquired by him at some expense to the country, will very properly be retained for his country's service. We trust the Admiralty will see fit to adhere to this rule for the future.

The distinguished Service General, vacant by the death of Inspector-General of Hospitals Sir David Dunbar, K.C.B., M.D., has been awarded to Deputy-Inspector-General J. Burke, on the Half-pay List. Mr. Burke was employed with the 50th Regiment throughout the Sulu campaign of 1845-48, and served with "The Buffs" at the siege and assault of Sebastopol; also throughout the campaign of 1860 in China, including the action of Sihho, the taking of Tientsin, and storm and capture of the Taku Forts (medal with clasp), and was for some time Principal Medical Officer at Tientsin. He retired on half-pay in June, 1867, with honorary rank of Deputy Inspector-General of Hospitals.

The Board of Trade inquiry into the circumstances attending the casualty on board the ship *Lothair*, of London, in the Indian, and the loss of the chief mate and two seamen, on the 10th November, was concluded on the 1st inst., at Greenwich Police-court. The casualty arose from the lack of the foretopmast the breezing, and the yard falling.—The deceased was thrown overboard. Mr. Balguy said the inquiry showed the captain used every care to save the lives of these unfortunate men. The Court thought that the ship was well found, and that the casualty was owing to unforeseen circumstances. The captain's certificate was returned to him. At the time of the accident the *Lothair* was on a voyage from Yokohama to New York.

The *Stefano* sailed from Cardiff July 29, 1875, for Hong Kong, with 1,301 tons coal, and has not since been heard of. She was an Austrian vessel, 658 tons register, and built in 1878.

A gunboat for the China Customs Service has been built by Messrs. Laird and Co., of Birkenhead, and is expected to leave shortly for Hongkong. She is named *Hung Kwang*. It is reported that in consideration of the gallantry, judgment, and general resources exhibited by Lieut. Abbott, R.N., in the late operations in Perak while in command of a detachment of blue jackets, he has been granted by the Admiralty special leave of absence.

The following officers, whose last period of service was on the China station have received appointments as under:—Lieutenant H. H. Brooke (in the *Calcutta* from 1870 to 1874), to the *Daphne*, E. screw-sloop, East India; Sub-Lieutenant W. H. H. Montrose (in the *Iron Duke* from 1871 to 1875), to the *Sealark*, training-ship for boys, Devonport; Sub-Lieutenant T. J. Osell (in the *Calcutta* from 1873 to 1874), to the *Mallard*, A. gunboat, Cape of Good Hope and West Coast of Africa; Sub-Lieutenant A. C. Woods (in the *Iron Duke* from 1873 to 1875), to the *London*, store-ship, Zanzibar; Mr. J. Campbell, paymaster (in the *Princess Charlotte* from 1874 to 1875), to the *Improbable*, training-ship for boys, Devonport; Mr. J. Clarke, boatswain (in the *Opussum* from 1873 to 1874), to the *Cromer*, gunboat, Birkenhead; Mr. T. Fregidge (in the *Princess Charlotte* from 1870 to 1872), to the *Salamanca*, despatch-vessel, Devonport; Mr. S. J. Ellis, carpenter (in the *Princess Charlotte* from 1869 to 1875), to the *Tenacious*, armed-transport ship, building at Chatham.

There was launched from the yard of Messrs. Alex. Stephen and Sons, Glasgow, the large steamship *Avon*, of 3,600 tons. This vessel is the property of the Fenian and Oriental Steam Navigation Company. Her tonnage is 3,600, and the principal dimensions are—Length, 200 feet; breadth, 32 feet; depth, 18 feet; register tonnage, 3,440. The engines, of 600-horse power nominal, are made by the builders, and are now on board complete with all the latest improvements. Her accommodation is very complete for 180 first-class and 50



6th inst., was—in silver, to Penang, £20,000; to Singapore, £9,000; to Hongkong, £4,375; to Shanghai, £23,821; to Yokohama, £21,080; total, £87,376.

The suspension of Mr. R. G. Love, London, and Messrs. Rothwell, Love, and Co., Shanghai, is reported. Liabilities not stated.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 8½ to 9; Chartered Bank of India, 16 to 17; Chartered Mercantile Bank, 23 to 25; Comptoir D'Escompte, 1,620; Deutsche Bank, Th. 151½; Hongkong and Shanghai Bank, 23 to 24; Oriental Bank, 41 to 43; P. and O. Company, 85 to 86; Messageries Maritimes, 1,620; Suez Canal, 1,700; Japan Loan 2 per cent., 100 to 105; ditto, 7 per cent., 99 to 101.

The market for bar silver has a higher tendency, in consequence of the rise in the Bank of Bengal's rate of discount, and the price of fine bars may be quoted as 53½d. to 54½d. per oz. firm. Mexican Dollars have been sold at 54½d. per oz. for transmission to China.

A Hamburg correspondent says:—Although the traffic in the river is on a lively and promising scale as regards shipping in general, I cannot say the same as regards our communication with the Far East, which seems to be growing less and less every week. Of arrivals I have to report the *Egeria*, s.s. from Singapore, &c.; the *Ocean*, Hoyer, from Hongkong, and the *P. S. Libben*, Winter, from San Francisco; of departures the *Johns*, Kramer, to Captain Eggers, to Nicolaieff, with a general cargo. On the berth are "fifty vessels in all, amongst which are the *Egeria*, s.s. (Deutsche Dampfschiffahrt), for Penang, Singapore, and Shanghai, advertised to leave on the 6th May; the *Adeline*, Biet, for Singapore; *Jan Peter*, Moisen for Bangkok; *Hansa*, Denkan, for Hongkong; *Bonita*, Stehr, for Japan; and *Schiller*, Dinklage, for San Francisco. From all this it is evident that the general dulness in business is especially evident in our East India trade, which it is to be hoped will soon partake in the general improvement which seems to be affecting other branches of our seafaring interests.

#### INQUESTS.

An inquest was held on the body of Thomas Evans, a lamp-trimmer, belonging to the S. S. *Macgregor*, before Mr. James Russell, and a Jury, consisting of Messrs. D. R. Crawford, M. de Souza and C. F. Grossmann. It appears that deceased, with two other men belonging to the same steamer, went to bathe in a stream, and deceased was unable to swim and was drowned in consequence, and those with him were wholly unable to save him.

The jury returned a verdict of accidental drowning.

A second inquest was held on the body of a Chinese woman named Choo Ahn, supposed to have been poisoned by a man servant in the house and who was arrested for the murder.

Inspector Batten asked for an adjournment, as he had since learned that there were bruises on the body indicating that a great struggle had taken place, and he wished to find out the cause. He had also learned that a box and several pieces of furniture were broken, indicating a scuffle.

Chinese constable No. 239 said he was called to the house and saw the deceased. She appeared to him to be intoxicated; she was holding on to a man named Kwok Ahn and beating her breast and heard her ask him "how is this?" Thinking there was something wrong in the constable's conduct, Kwok Ahn, he had no other reason for arresting him; but a woman afterwards told him in the presence of the prisoner that the prisoner had given the deceased some medicine of a stupefying nature. The deceased had been to visit one Su Ahn, where this occurred. He did not see anything about the mouth of the deceased indicating that she been taking opium, and he asked the prisoner what he had given her. He did not know what relationship existed between the prisoner and the deceased.

Pak Ahn, a woman, residing in the same house, said the deceased had a husband in Canton and two children in this Colony. She left her husband because he gambled and was unable to keep her. The deceased had been living with the prisoner lately. The prisoner went to Canton in the 3rd month of this year, and has only been to see the deceased twice since. The last time he came, she became insensible. I adopted a male child belonging to the deceased aged seven. The adoption was only nominal. I saw him again last Saturday when he arrived by the Canton steamer, and has been staying with the deceased since then. He broke a trunk belonging to her after having quarrelled with her; this was yesterday, he beat her son. He was not to have gone to Canton yesterday, but did not do so. The quarrel arose from the prisoner having beaten the prisoner's son. The deceased told me the prisoner wanted "me to take some strengthening pills, but I would not do so." The prisoner did not hear her tell me this. About 10 o'clock I returned to my own house. The deceased appeared very well then. A man called Chan-a-tuck, about 12 o'clock, said deceased wanted to see me; I went immediately; the prisoner was there. Soomah's servant told me that deceased was giddy and suspected prisoner had poisoned her, and told him so. He said "I will go with you anywhere, and I do not care for anything." He went with me to Soomah's house; the deceased got hold of him by the sleeves and said "Tung nee chan yuen, ta kow ngo," (revenge me and save my life); at the same time beating her breast and cutting her hand to her mouth, pointed to the prisoner; she appeared to be choking. Prisoner made no remark.

The inquest was not finished when we went to press.

#### Canton.

We have lately heard that in the vicinity of Canton, upwards of ten persons have been bitten by snakes. Several of the number lost their lives from the effects of the bites received. The snakes being invited from these places of concealment by the increasingly warm weather, came forth for an airing, with the above results.

#### CHINA AFFAIRS AT HOME.

(From our London Correspondent.)

London April 7th 1876.

The last mail brought us the text of the judgment delivered in the Supreme Court, Hongkong, in the case of the Trustees of Aug. Heard & Co. v. Bennecke, Southey & Co.; and the unfavourable impression which was before very generally entertained with regard to the manner in which Messrs. Heard's business had been conducted prior to their failure, has been very greatly increased. So far as I am informed nothing is known as to whether an appeal will be made; but I should think the probability lies in the direction of the case resting where it is.

News have been received from Berlin to the effect that a commercial caravan, accompanied by a Cossack escort and a scientific expedition, is about to leave the Russo-Siberian Province of Semipalatinsk to proceed to Western China by the new route from Sainan to Lan-Tchu, on the Yellow River, explored by Colonel Soemovski. The new route is 2,000 versts shorter than the Kiachta road and perfectly practicable for vehicles. This, combined with the announcements a short time back that a new Russian trading company with a large capital was about to be formed for the purpose of conducting business in tea in the interior, shows that considerable attention is being directed by "the Colossus of the North" to its commercial—and probably also its political—interests in China. You may recollect also that some months back it was reported that the Russian Government intended to foster a steamboat traffic with the East via the Suez Canal, by subsidizing Russian vessels to the extent of paying them back the amount charged for the Canal dues.

A new and unexpected field has been suggested for the employment of Chinese labourers. As you are no doubt aware, the provincial affairs of Egypt have been rapidly getting into a state of dire confusion, and Mr. Cave, M.P., was commissioned to consult with the Khedive as to the means necessary for putting the country upon its monetary legs again. In the report which he made it is suggested that Chinese might be profitably employed in cultivating large tracts of land which are now useless, and it seems that the Khedive would be willing to grant facilities to any enterprising Celestial who would care to cultivate his land and add to his revenue. Should anything come of this idea, we may one of these days see Chinese emigration setting in in quite a new direction, and the results of such a movement would probably be of great importance.

For some time past it has been rumoured that the Chinese Government have been contemplating raising a loan of some magnitude in Europe; but it is to be presumed that, if they really have had this idea, they will see the advisability of obtaining for some time at least from putting it into practice. The public have been so grievously bitten by Turkish, Persian and other loans, that they would certainly look very unfavourably upon one on the part of China, and it would be consequently extremely difficult to float it.

#### Police Intelligence.

(Before the Hon. C. May.)

May 16, 1876.

#### MANSLAUGHTER.

Mr. C. V. Lang and Mr. Jesse Harold, chief and second engineers of the River steamer *Kinshan*, surrendered to their bail to answer the charge of culpable negligence in causing the death of one Wong Ahow, a Chinese passenger on board the steamer on the 6th instant.

The first witness called was Lee Ayow. He stated as follows: On the 6th inst., I went on board the *Kinshan* with the deceased Wong Ahow, a hawk of salt fish. We both intended to go to Canton to our respective native places. We started at 8 a.m. We were sitting forward, alongside of each other, near the fore-hatch, immediately close to it. The hatch was put on. About half past 8 o'clock, when the steamer got to a place called Chin Fa Lok, near Chin Wan, a sound of explosion was heard; then smoke and steam entered the place where we were sitting. The passengers became alarmed and ran still more forward. I did not notice Wong Ahow then. The steam and smoke were very suffocating and quite hot. They came as far as we were sitting. The steam and smoke were too thick, so that we had to feel our way to the fore-part. We could not see on account of the smoke and steam. I went up the ladder to the upper deck and was all right. I found that Wong Ahow was not with me then. The steamer then came to an anchor, and I looked for Wong Ahow. I could not find him for some time. I went down the same ladder when the smoke and steam had dissipated, and found the deceased lying in the hatch at the fore-part. I looked into the hatch accidentally. The hold was about three or four feet deep. He was dead then. When the vessel came into Hongkong, I reported the occurrence to the deceased's wife, and the body was taken to Hospital.

Mr. May asked who was the doctor examined at the inquest.

Inspector Grimes said Dr. Wherry was the doctor. He said notified him to attend, but he said he would not do so unless he got a message from the Magistrate.

Mr. May observed that Mr. Grimes might have said that he had a message from the Magistrate to ask Dr. Wherry to attend. He asked if the Inspector wished for a subpoena.

The Inspector replied that he had a subpoena word again by the ward-master that the message came from the Magistrate, and if Dr. Wherry would not appear, he would have to apply for a subpoena.

Mr. May called for the register of the steamer *Kinshan*.

Capt. Deane asked Mr. Brereton where it was.

Capt. Deane said it was not here; it was in Canton.

Capt. Deane asked if Mr. Brereton would accept notice to produce it, if necessary.

Mr. Brereton said he would.

Cross-examined by Mr. Brereton—I had to look long for the deceased before I found him. I had been looking in several places. The hatchway was not covered. I did not raise the hatch to find the deceased. At the time of the explosion, the deceased was alongside of me. The deceased had his bundle and pillow-box beside him. I suppose the deceased took the things away with him when he ran away towards the ladder. I was not hurt by the explosion, except when I ran away and knocked against something. I do not know how the deceased came into the hold.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush. The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

Mr. May, at this stage, asked if Dr. Wherry was coming or not.

Inspector Grimes said he did not know. Capt. Deane said the shortest way would be to send a subpoena. A subpoena was accordingly issued.

Mr. D. Robb, Inspector of Machinery in H. M. Navy, was called and deposed as follows:—I was examined before the Coroner on the 12th inst. I received a summons from the Coroner in the afternoon, in connection with this matter. I attended the enquiry. In consequence of this summons, I came to the Magistrate's and was shown an iron plate, the same now in Court. I examined it. The plate is 6 feet 6 inches by 3 feet 8 inches. I cannot tell the description of iron. The thickness is ½ of an inch. Certain parts of the plate are only a little more than ½ of an inch thick. It appears to me that the upper part of this plate had been patched up before. I can see that at the part where it is ½ of an inch thick, there had been a very close patch. A portion of the plate was blown clean out, nearly a square foot in area. The patch was right under the portion blown off. When I made the examination, the piece of patching was off the plate, as I now see it. The patch is 4 feet 2 inches by 9½ inches. This patch was taken off by force I saw it. Having regard to the thickness of the plate produced, it is not safe to carry any pressure of steam. But if used for a day or two—or about a week—I should think 10 pounds of steam per square inch could be carried. I would of course use it only in urgency. I know the *Kinshan* is a River steamer. I think it is not safe to run a steamer with such a plate. It would be the duty of the Chief Engineer or the engineer in charge to ascertain the state of the plates. The Chief Engineer, in head of the department, would be responsible to the Superintendent. If the patch had been put on recently, the thickness of the plate must have been seen. (This question was objected to by Mr. Brereton, but over-ruled.) I mean by recently that it took place within a month. It is the duty of the Chief Engineer to test the bolles periodically. I should say once in three months. The test I mean is by hammering the plates, and an experienced person would detect the weak parts. The other test is by boring a hole into the plates. The final test is by cold-water pressure. This is the safest test. Even with a patch on the test of hammering will not be affected, if by an experienced man. If a person is in charge of an engine it is his duty to examine the engines, particularly the boiler.

By Mr. Brereton:—It is not within my experience that there might be a latent defect in a plate of iron not visible to the eye until it developed itself by being very much worn. It sometimes happens. It is possible for the fibres of one part of a plate to be weaker than in another part. If there is a defect in the fibres of the plate, deterioration would set in quicker than in another part of a plate. If deterioration of such a kind takes place in the super-heater, the deterioration sets in much quicker from the heat of the steam. The part exploded in this case was in the super-heater and comes immediately under the description of what I have deposed to. It is only a portion of the plate that has been reduced to 1/8th of an inch; the rest is of its original thickness, or very nearly so. The thinness of the plate where the explosion occurred may be traceable to some such innate defect in the iron as I have deposed. I should think it possible for all the deterioration in the plate to have taken place within the last two or three months. My opinion is that there has been a gradual deterioration, and it is continuous. If the steamer had been run regularly, I would expect the same gradual deterioration in some part of the boilers deterioration and galvanised action take place and reduce the plate. The engineers of the R. N. require a great degree of efficiency. The examination is of much higher order than in the merchant service. My opinion in this matter is not entirely formed from my experience in the R. N. I know from general repute of a serious explosion that had occurred on board a gunboat in the Harbour. It takes place, while in Shoemans. The accident killed a number of men. I have known several minor explosions, as a matter of repute. It is more difficult to sound the plates of the super-heater than the lower plates because the former are not so accessible.

By Mr. C. J. Wherry, Superintendent of the Government Civil Hospital, was examined. He proved the cause of death. The deceased had been scalded over the head, face, upper part of the trunk and the arms and legs. This was sufficient to account for death.

By Mr. Brereton:—I did not observe any cuts or wounds on the body of the deceased. I cannot swear that he died of the scalding. I observed that the scalding was sufficient to account for death and I made no further examination.

By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

By the Court:—I did not see anybody jump overboard or forced overboard by the pressure from behind during the rush. The pillow box was in perfect order when the deceased was sitting beside me before the accident. It was broken when I found the deceased in the hold.

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By the Court: If there had been a cut or wound underneath the clothes, I should not have seen it, as I did not have the clothes taken off.

The case was then adjourned till Friday next at 11 a.m. The defendants were admitted to bail as before ordered.

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property. He refused to take this amount and then left.

The defendant said the plaintiff was engaged as a substitute in place of the regular boy. This boy did not return, and the defendant was engaged permanently, and the understanding that he was to be responsible for all losses. A pair of carvers was lost and \$1 was deducted from his pay. He made a great noise and used abusive language, so that the service of a Constable had to be invoked to eject him.

His Lordship non-suited the plaintiff, holding that he was not entitled to any wages.

N. Mody and others v. G. De Champeaux, \$476.32.—The defendant in this case was sued as agent for the M. M. Mail Steamship Company for short delivery of goods, consigned to the defendants who are merchants in the Colony.

Mr. Sharp appeared for the plaintiffs, and Mr. Brereton for the defendant.

From the opening statement of Mr. Sharp, it appeared that a quantity of cotton was consigned to the plaintiffs by M.M. steamer *Ylva*. There were three different consignments, and altogether 15 bales of cotton were missing, 12 in one 2 in another and 1 in the third. These bales were marked with distinct letters, designating the growth of the cotton and giving the names of the consignors. When the steamer arrived, all the bales of the three consignments were received in order except the fifteen now in dispute. The plaintiffs had tried all they could to come to a settlement but failed, hence the matter was brought into Court.

On behalf of the defendant, Mr. Brereton urged that a memo. of all that had been delivered was furnished, and that at present there was a quantity of cotton lying in the godowns of the Company which were not claimed, and that these formed part of the missing property. Mr. Brereton claimed exemption from any claim under the terms of the bill of lading.

Evidence was then taken and his Lordship reserved judgment.

#### CORRESPONDENCE.

##### THE CHAIR-COOLIE NUISANCE.

Hongkong, May 15, 1876.

Sir,—The last number I wrote about, which was along the Praya, was put up with, was the subject of Steam Launches and their horrid whistling; this one will be on the Chair Coolie Nuisance. I shall commence it by asking the following question, viz., Did you ever have your chair "barked" by the shafts of a street chair wielded by energetic Chair Coolies? If you have not, you have something to live for; I have, and therefore have nothing to live for; the sensation is exquisite. I have been singularly fortunate in that respect: I once had my chair barked by the shafts of six chairs all wielded by energetic Chair Coolies; it is half the fun to have the operation performed by good strong coolies, if they should happen to be weak puling coolies you miss a great deal of the Novelty, but they leave you more skin for future performances. They appear to take an active interest in your welfare; on the shortest acquaintance they promote you to the rank of Captain, or they descend from their high grade and accost you familiarly by saying "John, wanchoo hee, John?" Upon hearing such familiar terms of course stop, or turn round, but alas! unfortunately for you, your commences skinning you at once, and after having all the skin taken off your legs you are suddenly scooped into a chair and in all probability carried against your wishes to the nearest Hotel. The coolies I daresay think you require a little stimulant after the "scooping." Then comes another interesting part of the performance; you naturally inquire the price you have to pay for participating in the recent pleasure, (which has already cost you several ounces of skin and about 10 minutes of your time), and you are told "you please Massa?" of course, on meeting with such unexpected liberality you have a wish to "do the thing handsomely," and tender say 15 cents.

Somebody, rather an original remark from your "Pegassan friend," you would, if you were a stranger, probably imagine he had been seen 15 cents before; he exclaims, "15 cents, Ah Yeh! no can," this causes you to alter your opinion, especially as the expression is generally accompanied by the most extraordinary look of surprise you ever beheld; it is absolutely withering, it makes you feel heartily ashamed of yourself, in fact it makes you feel thoroughly mean, but still, feeling sure you have paid enough you remonstrate in a kind manner with him, informing him that you are not an infant or an orphan but have influential friends, but to no purpose; he gets into a violent fit of rage and uses language unbecoming a gentleman. You point this out to him in a mild way, but it is of no use, he summons you for chair-hire and you have to appear at the Court; the two chair-coolies swear you had the chair for an hour or so, and you are fined by the bench and have to make amends to the injured (?) Chair-coolies, who go away chuckling at the good joke of having "done the foreigner again." This is not altogether an imaginary case; anyone who reads the local papers regularly will have seen reports; in some instances the foreigner has taken the initiative and charged the coolies with extortionate demands, and in other cases the coolies have got first and charged the foreigner with refusal to pay chair-hire, and unless he can bring evidence to his support (by evidence I mean witnesses) he is invariably, on the strength of the statements of the two coolies, made to pay pretty dearly for his 10 minutes' ride. There is always a great deal of inconvenience attendant on having to go to Court either as Plaintiff or Defendant, and this alone deters a very large majority of people from bringing cases forward which would prove the nuisance and be the means of suggesting a remedy.

For my part, I don't believe there are many Europeans who for the sake of the 6 or 10 cents (the difference between the price demanded and offered) would risk being summoned and made to lose two or three hours of their time with the chances so great against them (for it is merely chance) of their having to pay in the end. The case can be summed up in a few words, viz., the utter impossibility of the chair coolies withstanding the temptation to avenge, and the European's strong objection to being ejected.

I am, Sir, Yours &c.,

FRAYA.

P. S.—The Night Soil Nuisance is not abated; I had another "sniff" on Friday Morning, at 8.30 precisely.

A fracas between some Japanese seamen, Chinese, and others, took place in Hongkong on Sunday night, and knives were freely used. One man received a severe cut, extending from the temple to the chin, from one of the Japanese, who was however apprehended, and will be taken before his Consul. Several others, seamen on board the P. & O. st. *Orates*, were dealt with before Mr. Mowat, at the Police Court.

On the morning of the 8th instant a slight disturbance was caused near the tramway crossing of the Yung-tze-crook. Several old women, who are believed to have been instigated to the act, attempted to pull down a portion of the bamboo fence bounding the line therabouts; but finding themselves unable to accomplish it, induced a mob of about 150 men and boys to help them. These succeeded in destroying from thirty to forty yards of the fence, in spite of attempts on the part of several of the workmen to prevent them. It being thought likely that further depredations would be committed, a messenger was despatched for the assistance of the Police, and a small force of foreign and native constables were sent to the place. News of their coming, however, had preceded them, and on their arrival they found the work of destruction had ceased, though there remained a large assemblage of natives in the neighbourhood. Consequently, no arrests were made; but as several of the depredators are known to the Chinese officials and others, it is thought that steps will be taken to punish them.

SEZCHUEN.

We have four days later news from Sezchen, to the 24th April—when the pillage, murder and incendiarism excited by the Chanellor's proclamation were still actively continuing. Some 300 houses had been pillaged, demolished or burned, 14 Christians had been massacred, of whom two were burned alive, and a large number had been wounded. The country-people themselves had had four men killed and several houses destroyed, for showing as inclinations to help

the Christians.—The mandarins have not yet taken any step to check these outrages; but the influential inhabitants of Chungking are said to be getting alarmed at the spread of the excitement, and to be consulting with a view to request the Tao-tai to do his duty, in repressing the rioters.

YUNNAN.

We hear from native sources that Li Han-chang was expected to leave for Peking early in May, to give an account of his mission before taking up his post in Sezchen. The mother of the Futai of Yunnan has just died; which will oblige him to retire from office for 27 months. So that his more general as a punishment for the Margary affair will be impossible!—The English Commissioners left Yunnan on the 26th March, direct for Burmah. A mandarin named Liu, who received some military instruction from the French, twelve years ago, at Shanghai, has been appointed to command an escort of 1,200 men to conduct them to the frontier.—The negotiations remain a secret; but it is said that they have had no definite result. The savages who were put forward as the murderers, are still in prison.

PEKIN.

Intelligence has reached Peking, of a serious mutiny among a part of Tso Tsung-tang's soldiery, in consequence of arrears in their pay. A sum of money has been despatched in hot haste from Peking, for the purpose of pacifying them.

Japan.

(Gazette.)

The Japanese Government has sent to the French Consul in Yokohama a present of 800 rices for the estate of the late Mr. Robert Motz, in testimony of its appreciation of the services rendered to his employers by the deceased gentleman in his capacity of Foreign Interpreter at the *Saibansho*.

The U. S. S. *Saco* has returned from Yokohama, having put her in such repair as, it is thought, will insure her a safe passage across the Pacific.

Since January last, four or five seals have been daily taken on the coast of Sendai, where no animals of that species were ever before seen.

We are delighted to be able to congratulate Captain J. Carey, and Bonger and Mr. Jann de Bont, upon the fact that they have succeeded in raising the wreck of the *America*, which has remained at the bottom of Yodo Bay for the past four years. She is now high and dry on the Kanagawa Beach. The work has been one of considerable difficulty and the contractors deserve all the honours which can attach to the successful termination of their enterprise.

The *Oceanic* has made another quick trip, taking only 18 days and 20 hours from San Francisco to this port. She experienced fine weather throughout.

As a coloured resident of Detroit was breasting the storm with a new umbrella over his head, he was halted by a friend and brother, who asked, "Is dat your umbrella?" "Yes, sah—cost me two dollars," was the prompt reply. "Mr. Savage," said the other very solemnly, "when a man will buy a two dollar umbrella to keep the wet off'n a fifty cent suit of clothes, what's de use to talk about economy?"

W." will have taken many people like myself by surprise. According to that new Daniel come to judgment Auditors are responsible for the correctness of *Stock Lists* placed before them. He says:—"Now as to the Auditors; was it from tenderness for them that the inaccuracy of the accounts was concealed?" As it is the Auditors have apparently done nothing but secure their fees and fill the Company into the belief that the accounts were completely audited."

An Auditor's duty is usually understood to be that of auditing the documents presented, not of answering for the correctness of the details therein set forth. Nor should I be disposed to assume that they were expected to be accurate valuers. They are simply expected to exercise fair care in such matters; and if the Company's officers stated that there was stock in hand of a certain amount and value, they were quite justified in presuming that the information was correct.

D. W. has evidently found a mare's nest. Yours, &c.,

NOT A SHAREHOLDER.



### Mails.

#### Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of 31st Instant. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required. Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates. For further information as to Freight or Passage, apply to the Agency of the Company, Praya West. G. B. EMORY, Agent. Hongkong, May 1, 1876. jcl

### U. S. MAIL LINE.

#### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "CHINA" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 15th June, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan Kaisha Co. will leave Shanghai, via the Inland Sea Route, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany. Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West. G. B. EMORY, Agent. Hongkong, May 15, 1876. jcl5

### Intimations.

#### SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of TWO NEW BOILERS for the Spanish Man-of-War "Patria" will be RECEIVED at this Consulate until the 23rd May instant, at Noon.

No proposition will be admitted if it exceeds the price fixed by Government and do not agree with the Form, Conditions, and Plans, which will be exposed at the Office of the Consulate every working day from 11 a.m. to 3 p.m.

A. FARAUO, Consul for Spain. Hongkong, May 12, 1876. my23

#### FURNITURE WAREHOUSE.

A. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zealand Street, No. 2, opening into Queen's Road, next to the Commercial Bank; where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.

Also, CHINESE and JAPANESE CURTAINS, FINEST EBONY CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms. Hongkong, May 11, 1876. no12

### Now Ready.

#### THE CHINA REVIEW.

VOL. IV., No. 5.

Annual Subscription, postage included, \$6.50.

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The Lamentations and Death of Ch'ung Chen, The Last Emperor of the Ming Dynasty.

Anteater Worship.  
Nonsense Verses for the Radicals.  
The Language and Literature of China.  
Chinese Spelling Tables.  
Chinese Intercourse with the Countries of Central and Western Asia During the Fifteenth Century.  
Dr. Williams' Authority on Etymology.  
Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters.—Historical Outline of Medical Missions at Canton, Hongkong and Macao.  
Mr. King'smill on Chinese Myths.  
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Tienchu's Shanghai Chinese Wills.  
Congress at St. Petersburg.  
The 21st Radicals.  
Bell's Visible Speech Alphabet.  
"Mica's Digits."

Books Wanted, Exchanges, &c.  
China Mail Office, Hongkong, May 15, 1876.

### Insurances.

#### QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents. Hongkong, January 1, 1874.

#### YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, under further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., Agents. Hongkong, July 9, 1872.

#### LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on Board Vessels and on Bills of Lading in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD KARBURG & Co. Agents Hongkong & Canton. Hongkong, January 4, 1877.

#### THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRE, Secretary. Hongkong, November 1, 1871.

#### MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

#### THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER.

His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

#### CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYFANT & Co., General Agents. Hongkong, April 17, 1873.

#### YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents. Hongkong, June 3, 1874.

#### MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates. A Discount of 20% allowed.

HOLLIDAY, WISE & Co. Hongkong, January 6, 1874.

### Insurances.

#### THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £200,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co. Hongkong, September 6, 1875. jyl

#### THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON. Hongkong, September 27, 1875.

#### NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents. Hongkong, July 6, 1875.

#### ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.

### For Sale.

JUST RECEIVED,

Ex French Mail Steamer "MEL-KONG."

YELLOW CHARTREUSE, (pints and quarts).

Extra fine SALAD OIL, from (Bessede, Marseilles).

Imperial PRUNES, in Glass Jars.

SICILIAN NUTS & FRUITS, assorted.

FINE FRENCH SAUSAGES, in 1 lb. tins.

ASSORTED PASTE for SOUP.

FRENCH CANNES, assorted, Nos. 1 to 5.

FRENCH NAVY SOAP.

MARSEILLE SAUSAGE, Quite Fresh.

LYON SAUSAGE.

MESS PORK in barrels of 100 lbs., or by retail.

CHAMPAGNE VINEYARD PROPRIETORS' BRANDY.

BISQUIT Dubouché BRANDY.

St. Emilion Dinner CLARET.

Haut St. Pierre, WHITE WINE.

ANCHOVIES, in oil.

Superior CLARET, bottled by the Underigned, \$2 per doz.

TUNNY FISH, in oil.

Superior WHITE VINEGAR.

TAPIOCA.

Julienne SOUP, in 1 lb. tin.

TRUFFLES.

MACARONI & VERMICELLI.

FRENCH extra fine TOBACCO.

Just Landed, Ex S. S. "AFA."

PEPPERMINT, quarts and pints.

BENEDICTINE, quarts and pints.

FRENCH CLAY PIPES.

Raspail's extra fine LIQUOR.

FRENCH Smoked HAMS.

SOLSON BEANS.

VANILLA.

CLARET from Bordeaux.

" " Marseilles.

To Suit Purchasers.

Raspail's GENUINE LIQUOR from Paris.

Fine White BREAD, in loaves and rolls, manufactured from the finest California Flour, and in the Parisian fashion.

F. VINCENT, French Bakery, No. 2, Peel Street. Hongkong, May 3, 1876. jcl

### FOR SALE.

1 VERY Handsome PHAETON.

1 Set Double HARNESS, nearly new.

1 Set Single HARNESS.

Apply to L. MALLORY, No. 2, St. John's Place. Hongkong, April 19, 1876.

### DUO DE MONTEBELLO CARTE

BLANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen).

Chate. \$18 " " " " " "

6 per cent. discount on 25 cases.

Bourbon WHISKY.

\$12 per case (1 dozen).

For Sale by HEARD & Co. Hongkong, June 22, 1876. tf

### WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies, and Gentlemen, are now ready at this Office—Price \$1 each.

CHINA MAIL OFFICE.

### For Sale.

#### FOR SALE.

In One Lot, or in Lots to suit Purchasers.

THE BUILDINGS, MACHINERY and LAND belonging to the BIEN HOA SUGAR FACTORY (Cochin China), consisting of:—

FIVE SUGAR MILLS, with accessories complete, Sheet-iron Troughs, Copper Boilers, Vacuum Pans, Five Turbines with Independent Engines, Concrete, &c., &c., &c.

Machines for Adjusting and Fitting, Turning Lathes, Boring Machine, &c., &c., &c.

One Gas Machine.

One Steam-Crane.

Spare Materials, Iron and Copper Pipes of various dimensions, &c., &c.

One Tug Boat, 50 H.P., 70 Tons, in good order.

One Steam Launch.

Fifteen large native Cargo Boats, in good order.

The Land and Buildings of the Estate, situated on the River.

The Estate of Lacan Bienhoa Province, comprising an area of about 300 Hectars, mostly cultivated.

Apply to THE BANQUE DE L'INDO-CHINE, SAIGON. my25

April 25, 1876.

### FOR SALE.

200 Cases CLARET from BORDEAUX.

Apply to LANDSTEIN & Co. Hongkong, March 10, 1876.

### FOR SALE, HYDRAULIC PRESS,

with Fittings, complete.

For particulars, apply to RUSSELL & Co. my24

Hongkong, May 10, 1876.

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#### THE AMENDED HONG LIST

in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

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BY WILLIAM FREDERICK MAYNER.

Price: \$3.

Shanghai,.....KELLY & Co.

Hongkong,....."CHINA MAIL" OFFICE.

### To Let.

#### TO LET.

With Immediate Possession.

THE Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GARBETT.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DUBOIS & Co.

The Dwelling House and Office, No. 1, Wyndham Street.

(Also with occupation from 1st May next.)

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. SROU.

The Dwelling House No. 2, Gough Street, occupation from 1st June.

Apply to DOUGLAS LAFRAIK & Co. Hongkong, May 15, 1876.

### TO BE LET—For a Term.

A COMMODIOUS and Substantially Built 4-Roomed HOUSE (with Croquet Lawn, Flower and Vegetable Garden and Servants' Quarters attached) on the KOWLOON PENINSULA—Commanding excellent Views of the Harbour, &c., and situated within 5 minutes walk of the Landing Jetty. Possession to be had on the 1st Proximo.

For further information, apply to ME. STEPHENS, Solicitor, 2, Club Chambers, Hongkong, May 8, 1876.

### TO RENT CHEAP.

OFFICES and Godown, No. 55, Praya, lately occupied by Messrs TAYLOR & THOMPSON. Also OFFICE and Godown situated in the rear of the Messageries Maritimes Office.

Apply to LAI HING & Co. Hongkong, March 30, 1876.

### TO LET.

HOUSE No. 6, Zealand Street.

House No. 7, Seymour Terrace.

DAVID SASSOON, SOHN & Co. Hongkong, May 10, 1876.

### HONGKONG MARKET PRICES.

Corrected to Saturday, May 13, 1876.

At 1080 Cash per Dollar Mexican.

Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 370 160

Beef, sirloin and prime cut, cy 200 160

Beef Corried, catty 160 140

" Roast, " 180 160

" Soup, " 100 80

" Steak, " 180 160

Bullocks' Brains, per set 80 70

" Tongue, fresh, each 300 250

" " corned, " 450 400

" Head,